

BRIEF CHAT HERE AND THERE

THINGS OF INTEREST TALKED OF BY TOUR-

ISTS AND OTHERS.

at the Statton Hotel this afternoon. He is a good natured, well educated caterer, John Chamberlain of the Washington club-house man, who immediately afterward was joined by "Adonis" Dixey. The comedian had just returned from abroad, where he has had a rich experience. He thinks that America is as far ahead of the Old World as the abode of saints is above the place provided over by Satan. His own success there does not detract from his opinion of Europe in general. "I have travelled all through Italy," he said, "with Count De Maresca, and I must say that I was received in a wonderfully kind and hospitable manner. I am sure that the Old World is enough to send anybody back to this country exclaiming, 'Thank God I'm an American.' We spend more in charity in an hour than is spent in the Old World in a year. And the prejudice over there against anything in the way of art from this side of the water is simply stupendous. I don't pretend to be anything myself in the way of an artist, but I never do or say anything on the stage that I wouldn't do or say before my own mother. I heard and saw comedians in England, and in Paris in their own theatres, and I must say they are the acron of the earth. I caught a stall and was in with the crowd to see Richard Mansfield say 'Mr. Jekyll and Mr. Hyde,' in London. He was losing all the money over there that he had made at the Madison Square Theatre and over this country, but I take off my hat to Richard Mansfield as a gentleman and an American for the good he is doing American art on the other side of the water. They don't want to admit that he is doing anything or can do anything, and have not encouraged him for good audiences. They say that his acting is great, but they will not give him a chance. Little by little, forcing them into the acknowledgment of his ability. They don't want to do it, but he is forcing them."

Dixey had an experience with some of the prize fighters, which he has here of

other sources. Kilrain, Smith and Mitchell came into the hotel where he was stopping. He was in evening dress, and had two or three friends with him, but went over to speak to the boys because he had known them before. Smith began to boast about how he had "done up" Sullivan, when Dixey, with great scorn in his voice, said: "You do up Sullivan? You didn't do up Sullivan! Why, Sullivan can take you three fellows and lick you and thrash you all around the world, and you know it." Mitchell suggested to Dixey that that was not the way to talk to him, when the comedian, who is stockily built, replied that he

was something of a wrestler himself, and that he didn't think that Mitchell could get away with him. Mitchell took hold of him, and Dixey braced his feet when the prize fighter found that he could not move the actor a single peg. "I can't wrestle you down, and I won't pretend to," said Dixey, "but neither could you down me, and as for you licking Sullivan, that's all rot. You might as well talk about some amateur sculptor excelling the great Michael Angelo, who was not only a sculptor, but a painter, a scholar, an author and a statesman."

Dixey thinks that Kilrain could whip Sullivan in the latter's present condition. It was interesting after he had expressed this opinion to hear what John Chamberlain had to say. Chamberlain has known all the noted sporting men and prize fighters for a quarter of a century, having come in contact with them at his club house, the same as he has with middle men. Said he: "I have talked with all the

old ones of the prize ring, and all the younger fellows too. I find out one opinion anywhere among them, and it is my opinion also. It is that John L. Sullivan is the best fighter now and that he will never lose. He is a better man than Heenan or Sayers ever was. The only thing that can't down him is the stuff that comes out of a bottle."

The people of Oregon could well afford to pay Judge R. E. Reese, of Portland, a good round salary to stay

New York and talk about the glories of that far off State. He is an old Oregonian, an attorney, a mining prospector, and a prospective grantor, for he has a tract of 100,000 acres in the Snake river valley which he has offered to the federal government. He is a generous friend of having an eye on the United States citizenship, if the Democrats by any possibility overcome that famous six thousand Republican majority of June last. The Judge has been a guest at the St. James Hotel, where, in a group of friends, he said yesterday: "There are few men who have knuckled around over the country more than I. But the Garden of Eden to me is Oregon, and the Will-

[illegible]

Spreading of some of the various features of physical geography on the Northwest coast, Judge Reese said. There are valleys in Oregon where the fog comes down in great bands that keep the grass perpetually green for miles and miles, yet outside of a given boundary there is frost and snow, while within this charmed area there is neither. Along the border of British Columbia, where Senator Stanford has a fine estate, there is a strip of land a mile or a half or two miles wide, which is perpetually near as clear over to Dakota, in which there is perpetual blossoming of flowers, yet half a mile from its well-defined boundaries the frost does

work the same as elsewhere. The fog comes from a warm current of air from the ocean sweeping over the land in a narrow channel.⁷

Joseph Pool, who was prominent in the recent re-election of Mr. Blaine, as chairman of the committee

arrangement was in the Government service at Washington during the war. He was connected with a branch of the War Department in an important position that brought him in frequent communication with the late Mr. Lincoln. He was a member of the Lincoln Club at Ford's Theatre. Mr. Ford met the President on Pennsylvania ave., where he made a characteristic remark: "I'm going to Brady's to get my photograph of that day. Mr. Ford went with Mr. Lincoln and afterward received one of the photographs."

A much belated Old Dominion Line steamship brought me on to West-st., at the foot of Franklin and Beach, at midnight, a few days ago. The North River wharf is a curious place, and the scene is a weird one. The docks and wharves present strange contrasts of darkness and light. Here and there the windows of a covered wharf will exhibit the startling white intensity of the electric light with which the interior of the great shed is illuminated, while deep and somber shadows lurk along the water-lashed pilings by which it is supported. Even on a moonlight night, such as this, the wharves in having

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hammer and the tink of millstones and rales in which Italian desperadoes silently struck their victims and plunged them into the hardy waters. On every hand in dismays of the large warehouses fronting the river, on the steps, on the piles of merchandise of boxes and barrels, and even on the earth in some vacant spaces cleared for new buildings, were to be seen the forms of sleeping men in every position of repose. I counted 200 sleepers within ten short blocks, and then ceased tallying. Half a dozen all-night saloons along the quays, their blazing lights out on the thoroughfare and occasionally a "night hawk" drove a rattling old couple along the street. At the corners of streets, one of which was sure to be occupied by a liquid refreshment establishment, scores of men in rough garb were engaged in conversation, discussing politics, religion, the quality of the food, the wages of labor, and the possibility of getting a night job and double wages at unloading some late-arriving vessel. For they were all laborers, and the laboring men of the world, of all groups, they were fated to be almost all Americans, or Irish and Germans of American descent. Scandinavians and Italians, who had no choice as to their place of lodging.

A YACHTING RETROSPECT.

the Sapphir and will have it replaced by a Trout wheel, from the King Iron Works, Buffalo, before the \$10,000 difference between the Sapphir and starting the Sapphir.

Thomas A. Edison proposes building an electric light sixty-five feet in length.

Norman L. Munro will make a cruise to the West Indies next month in the Say When. He wants to be sure some of the people are on Broadway side.

Charles H. Mallory will follow the example of Mr. Munro, if his mateless iron steam yacht Clifton, just completed at Roach's ship-yard, Chester, Penn.,

BEYOND THE BIG BRIDGE.

WHAT PEOPLE IN BROOKLYN ARE TALKING ABOUT.

It is curious to note how Brooklyn contractors are being distanced by men from other cities, who are stepping in and securing most of the "fat" jobs that Brooklyn has to give out. This began when Herman Clark got the contract for clearing the streets. A more notable instance occurred in connection with the Federal Building, when a Chicago contractor named Gobel was able to underbid all competitors by more than \$200,000. And now the contract for paving several streets badly in need of improvement is going to a New-York man, William Kelly. Mr. Kelly is not widely known as a contractor for public works, I believe, and when his bid was opened along with the others it was at first supposed that he was a dummy for somebody else. He turned up

of the Sapphire, and will have it replaced by a Trout wheel, from the King Iron Works, Buffalo, before the

Two months ago between the Saphire and the Saphire. A. Ellison proposes building an electric cable sixty-five feet in length.

Norman L. Munro will make a cruise to the West Indies next month in the Say. He will take a lot of mahogany slides.

Charles H. Malloy will follow the example of M. Munro, in his mastless iron steam yacht, the "Munro," just completed at Roser's shipyard, Chester, Penn.

BEYOND THE BIG BRIDGE.

WHAT PEOPLE IN BROOKLYN ARE TALKING ABOUT.

It is curious to note how now Brooklyn contractors are being distanced by men from other cities, who are stepping in and securing most of the "fat" jobs that are coming to Brooklyn. This began when Herman Mark got the contract for cleaning the streets. A more notable instance occurred in connection with the Federal Building, when a Chicago contractor named Gobel was able to unbridle all competitors for more than \$200,000. And now the contract for paving several streets badly in need of it, is being secured by a man from New York, William Kelly. Mr. Kelly is not widely known as a contractor for public works, I believe, and when his bid was opened along with the others it was at first supposed that he was a dummy for somebody else. He turned up

WHAT PEOPLE IN BROOKLYN ARE TALKING

"Boss" McLaughlin has been in the habit for years of spending the summer months at Lake George. His headquarters have been at the Trout Pavilion, on the east side, and there he has been wont to fish and to meditate politics. This year, for some unexplained reason, he has made a change. Instead of betaking himself to Lake George, he has been at St. James, on Long Island. St. James has a more pleasant sound than Lake George, but it may easily be doubted whether there will be any change in that direction in the "Boss's" politics. They will be of the same unregenerate sort as ever. He was in town the other day, and is described by those who saw him as looking remarkably vigorous. One of his sub-lieutenants remarked that the "old man" never looked better, and that he would outlive all the men who aspire to his place as leader of the Kings County Democracy.

The suggestion that Brooklyn should be the distributing point for all the mails for Long Island, and that the mails for Long Island should be dispatched from the Flatbush-ave. station instead of from Long Island City, assuredly has much to commend it. Nothing could seem more stupid than to send a letter printed, say, at Babylon, and intended for Greenport, New York, for distribution, or to compel all Brooklyn mails for Long Island to be carried to Hunter's point, four or five miles away, when the Flatbush-ave. station is not more than a mile distant. As it is a delay of one hour, the drawbacks to Long Island City, and trains are thus missed. By sending Long Island mails over the Bridge to Flatbush-ave. there need never be the slightest delay and a good deal of time would be saved. Such an arrangement could be made if the Long Island Railroad Company would only lend its cooperation. The arrangement would be a very simple one, and it is not so strange that President Corbin, who has done so much for the development of the territory through

Already complaint is made that the cars on the Kings County Elevated Railway are overcrowded. That is the condition now, what will it be in a few months, or a few years? Now is the time for the public to speak out so emphatically that the officials will give heed. Soon it will be too late and the company will come to the conclusion that the traveling public will stand anything. That at least appears to be the conclusion long ago reached by the elevated corporations in New York. It is a fact that it is at all times a very bad condition of overcrowding as it reveals these will soon come to pass in Brooklyn, here the travel is certain to be more widely distributed, and where, in consequence, the earnings of the Kings County Elevated Railway will be increased. Indeed, within two years I heard a member one of the numerous Brooklyn Rapid Transit Companies assert that elevated roads could never be made profitable if they were not overcrowded at all times. Still even capitalists have been found willing to take the chances to insure a fairly complete transit system for the use of the traveling public. The Kings County Company expects to

An elevated railroad does not benefit exclusively on people whose time is saved by riding on it. At any rate this has proved the case with the structure in Fulton-st. There is no hotter place in Brooklyn a hot afternoon than the sidewalk in Fulton-st. between Washington and Adams-sts. And up to recently there was no escaping the sun's heat here. On the opposite side of the street is the City Hall Park, and the shade is obtainable there. Now, however, the elevated road begins to cast its shadow on this broiling sidewalk about 2 p. m., and from that time on the sun's rays are kept off the sidewalk by the bridge. It happens that the benefit is confined to a few feet here it is most needed. This part of Fulton-st., by the way, would be much more comfortable, especially in the summer, if the elevated road were built above ground. If the crowd of loafers, who hang about during the greater part of the day, particularly at noon, could be driven away. They indulge in a sun-baked and sun-baked walk, and practice the tobacco-chewing habit with great recklessness. Is it the police no right to interfere? Or are these persons no hangers-on of politicians, and, therefore, not to be disturbed?

reaching, or with sheets off a flt. the Sacknet is more than a match for either the Sea Fox or Grayling, and is a much better fish than the Grayling.

The Republican inquirer, since then he has manifested a disposition to kick over the party bars, but McLaughlin has a long memory, and no doubt he will not forget the "kick" Mr. Hooley is a better man than the "Boss" is in the habit of giving nominations to. He is wealthy, however, and probably be induced to submit to a handsome "assessment."

The suggestion that Brooklyn should be the distributing point for all the mails for Long Island, and that the mails for Long Island should be dispatched from the Flatbush-av. station instead of from Long Island City, assuredly has much to commend it. Nothing could seem more stupid than to send a letter from New York City, by Babylon, and intended for Greenport, to New York City, by Babylon, and intended for Babylon, in mails for Long Island to be carried to Hunter's point, four or five miles away, when the Flatbush-av. station is not more than a mile distant. As it delays often occur on the ferries to Long Island City, and trains are thus missed. By sending Long Island mails over the Flatbush-av. Flatbush-av. station, and the suggested Long Island City and Flatbush-av. stations, a considerable saving of time would be effected. Such an arrangement

close fit even for the Sachem. The Alert has immense surface friction and her form gives her great

It is claimed, of course, that there is not enough room at Flatbush ave. for the postalists to stand, that is an objection, surely, that is not insurmountable. The company finds room enough for others there, and, considering the valuable privileges which it enjoys, it might well "make an effort" to supply a demand so clearly in the public interest. The company is not a charitable institution, and it has the right to make the best use of its property. The "Eagle" makes the suggestion that a more commodious station is needed at Flatbush ave., especially as the Long Island Company contemplates erecting a large and handsome structure for its business at Long Island City. "The Eagle" writer seems to overlook the fact that surface rapid transit in Atlantic Avenue has been in operation for years. At present, it is what the people of Brooklyn hope for. There would have been an elevated road built for the time along the whole of that avenue, if the common council had not stood in the way, and in such a way as to make it impossible for the people to have it.

tion at least were only waiting to be "seen." There is no use of building a big station building for such a small number of passengers. The elevated railway system in Brooklyn is cramped, why should not the Long Island make it even over it to East New-York?

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At a very early condition of overcrowding as revealed by the present time to pass in Brooklyn, here the travel is certain to be more widely distributed, and where, in consequence, the earnings of the elevated lines will be as great as in New-York. Indeed, within two years I heard a member one of the numerous Brooklyn Rapid Transit Com-

Mr. Hittell's narrow escape from a fire in his own house suggests the necessity that private families should make provisions for readily leaving the residence in case of emergency. The fire, however, escapes the scope of the question on private hotels. The household should consider the matter thoroughly and be prepared to act promptly in case they should be awakened in the night by smoke and fire and find the usual means of getting out of the house cut off. Naturally the fire should be extinguished as quickly as possible, either in the hall or on the stairs, leading therefrom, and the door closed. If the fire is not extinguished and the people could be quickly opened, the importance of looking after these things is emphasized. The fire in the hotel was extinguished by means of the fire hose, which happened to be nearby, though the people subsequently had the suite fastened by four stout bolts, speaking of the matter by saying, "But it was extremely careful."

"How much sweeter or shrinking of the word there might be," it would be better to let the burglars get the money and the thief get the credit for my family and myself to get out in case of fire."

An elevated railroad does not benefit exclusively the people whose time is saved by riding on it. At the same rate this has proved the case with the structure in Fulton-st. There is no hotter place in Brooklyn than a hot afternoon and Sunday morn. And up to recently there has been no exciting the sun's heat on the road. The middle line of the street is the city hall park, and the shade is obtainable there. Now, however, the elevated road begins to cast its shadow on this broad sidewalk about 2 p. m., and from that time on the ladies are no longer able to get the shade they need. It happens that the benefit is conferred just where it is most needed. This part of Fulton-st., by the way, would be much more comfortable, especially for ladies, if the sidewalk were made of brick, and covered during the greater part of the day, particularly at noon, could be driven away. They indulge in a sun-bath, and then walk to the park to practice the brace-clothing habit with a few rocking chairs.

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